

Ref:	NR/L3/OCS/043/2.1
Issue:	2
Date:	05 June 2010
Compliance date:	05 June 2010

National Control Instructions

and

Approved Code of Practice

Section 2.1

Communications

This section contains:

		Issue	Dated
2.1.1	Railway Communications Protocols		
2.1.2	Radio Systems		
2.1.3	NRN		
2.1.4	CSR		
2.1.5	GSMR (Note that further instructions will follow 5.2)		
2.1.6	Other Radio Systems (e.g. IVRS)		
2.1.7	Other Radio Networks (e.g. Brunel)		

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2.1 Communications

2.1.1 Railway Communication Protocols

National Control Instruction:

All Network Rail controllers shall use the Railway Communication Protocols when making and receiving telephone calls of an emergency or routine nature. The phonetic alphabet and other phrases must be used as appropriate.

Rule Book Ref: Modules TW 1/3 & G1
NR Procedure: Control Instructions

Approved Code of Practice:

Control Instructions will reflect the policy adopted by that control and will include the following note:

Communication with Traincrew:

Calls to drivers whilst working trains should be limited to urgent messages.

2.1.2 Radio Systems

National Control Instruction:

All Network Rail controllers shall be aware of the Radio Systems in use across the network and, in the event of being advised of any failure and subsequent rectification, notify the Train Operators affected as detailed in the Control Instructions for that control office,.

Rule Book Ref: Module TW5
NR Procedure: Control Instructions

Approved Code of Practice:

General

Network Rail Route Control must ensure that all TOC/FOC control offices (and all other interested parties) are notified of any degraded radio communication incidents.

Radio discipline must be maintained at all times in accordance with the Rule Book.

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Failure of CSR, GSM-R, GSM-P, IVRS & Actions of Route Control

As soon as a report has been received from a controlling signal box of a CSR/GSMR failure, the Controller must:

- Inform the TOC's/ FOC's that operate through the affected area.
- Issue a line of route advice via the normal messaging service or e-mail, advising the relevant details.
- Comply with any contingency plan provided for the circumstances of the failure.

As soon as the report from the signal box confirms the fault has been rectified, the Controller must:

- Inform the TOC's/ FOC's that operate through the affected area that the fault has been rectified.
- Issue a line of route advice via the normal messaging service or e-mail, advising that the fault has been rectified.

2.1.3 National Radio Network (NRN)

National Control Instruction:

All Network Rail controllers shall operate and manage the NRN facilities provided within the office. They shall make and respond to routine, test and emergency calls as detailed in the Control Instructions for that control office. These instructions will provide the standard for recording the details into FMS and CCIL. Furthermore they shall include the escalation process for failures and requesting the provision of temporary facilities during failures.

Rule Book Ref: Module TW5
NR Procedure: NR/SP/TEL/300047, NR/SP/TEL/30027 and NR/SP/TEL/30026

Approved Code of Practice:

Introduction

Main line locomotives, Power Cars, DVTs/DBSOs and certain multiple units are equipped with Driver to Shore two way radio equipment. This equipment allows the driver to make calls from the cab of the traction unit to ETD telephone extensions on the railway network. In addition, equipment is provided within Network Rail Route Control offices permitting communication with drivers of traction units so equipped. This system is known as the National Radio Network (NRN).

Calls on the NRN systems are limited generally to 3 minutes duration. At the end of this period a tone (similar to the British Telecom pay tone) is broadcast indicating that the call will automatically be terminated.

The radio system is a **HALF DUPLEX** system as it permits speech by only **ONE** person at a time.